



Flying Dutchman Bulletin

Nr, 160 JULY 2013



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President's Letter

Lecco, 10-07-2013

Dear friends,
as always, I thank you very much for your engagement in this strategic time in

promoting and supporting the Class all over the World with your attendance to the IFDCO International activities.

Moreover, let me thank all the Officers involved in renewing the Class by new Bye-Laws and being available in the Class management.

The FD sailing season 2013 already records a great attendance of teams to the World Championship in Balatonfoldvar, and to see 86 FD coming from 20 Countries, I think has to be considered a great result.

I thank all the FD teams and the Spartacus Sailing Club who hosted the FD Worlds for the third time.

As usually, the FD family met to the Worlds, not only to sail but also to join in the Competitors Meeting and the AGCM, to finalize the renewal of the Class, according to the decision taken in the AGCM 2012, held in Abcoude on last November.

Now is beginning a new deal for the FD Class, with new Officers and the need to finalize the future strategies with a team approach, manda-

tory to improve and fasten every procedure.

On behalf of the entire FD family and the IFDCO GC I thank very much Peter Doran, Peter Hinrichsen and Bernd Schreiber for their commitment and work over many years as General Secretary, V.P. Technical and V.P. Specials. Their dedication to their important roles have been recognized and should be thanked by the whole class. We look forward to meet them in some future FD events.

So, the topic "IFDCO strategies and restructuring", reflecting the views expressed by the membership and by us, is the main topics to warranty a growth and promotion of FD to a new generation of sailors. It is the intention of the IFDCO General Committee to implement the view of the competitors meeting on all subjects, including the appointment of officers, in accordance with the IFDCO

Foundation Rules. So, the meeting initially resolved the misunderstandings raised during the last two months, with regard to the interpretation of the election criteria in the new Bye-Laws and appoint all the new Officers.

I am aware that the decision about those items are very important for the future of our Class and requires the involvement and commitment of all the General Committee, as we are all agreed that the IFDCO structure has been updated. The two main goals are to involve members in a more democratic system and improve the Management structure of the Class. This is required to ensure the continuity, reliability, and growth of the Class in a more transparent way.





President's Letter

According to that approach, during the AGCM in Balatonfoldvar, have been elected three new Officers, as follows : Edward Cox (AUS - 7)) as General Secretary, Paul Hemker (USA - 3) as V.P. Technical and Tony Lyall (GBR - 387) as V.P. Development .

Essential to the prosperity of the class is ensuring the fast and continuous evolution, promotion and growth of the FD.

As I often wrote in my letters, I consider the Strategies, Team-Work and Communication the three most important tools to achieve this. Moreover, considering the financial crisis, we have to evaluate the expected attendance of teams to the Worlds and major events in 2013 and 2014, the number of new boats built, and the second hand boats market. This is best achieved through Transport grants and Sponsorship and represent the two main topics for the next World Championships. In addition we have to evaluate the promotion of charter boats for non-European teams needs to be reconsidered to enhance our international participation.

Currently, we have established the location for the Worlds 2014 (Largs) and Worlds 2015 (Sydney). In 2015, due to the global crisis, it was agreed

that instead a European Championship should be better to increase the attendance of teams to the EuroCup events, in order to avoid a split of the fleet and encourage the attendance to the Worlds in Sydney . After 2015, to maintain the international status of the FD Class as the premier high performance one design dinghy, a strong World Championship like Malcesine and Balatonfoldvar is desirable. For such a reason the Germany proposal of Stainhude as the location for the Worlds 2016 was adopted. Those selection of venues which will promote large fleets and support the existing fleet, remains a challenge for the IFDCO Committee.

Anyway, the chance to maintain the European Championship has not been abandoned forever and will be considered, time by time, according to the attendance of the FD fleets to the major International events .

With regard to the Communication system, the post of a V.P. Communication was created and filled by Ronald Stalman, who is very proactive. His role to develop the new Website with his Communications tools (Facebook, Twitter, Forum, etc.) as well as the FD Bulletin, is keeping him busy

and was done a great job. For the future, it is desirable that there be predictability in editorial practices so that authors are assured that their material is as they would wish it and in the interests of the class as a whole. This maybe best achieved through the recreation and renewal of the Communications Sub-Committee.

We are already beginning to benefit from his activities and we are looking forward to the future development. The use of Facebook and other multimedia has been successful in identifying fleets in South America. In the future, I think it should also be very important to adopt a strategy to promotion the FD to sailors from other Classes. This may be best achieved through the expanding of content on the website to include subjects on the old website and new material.

Despite of the economic difficulties worldwide, the number of sailors who have attended races overseas, shipping their boats by containers, has increased. So, the interest and passion to sail overseas, in spite of the distance and the financial effort required is strong.



President's Letter

I thank very much Frank Nooijen for his help, support and proposals to optimize the costs and the arrangement of every IFDCO shipping overseas. For the future to promote international participation from non-European countries more support and ideas are required. Often a full container of 6 boats is not practicable and the cost is disproportionate. A review of charter boat availability is desirable as an alternative means of supporting non-European competitors. Another possibility is finding sponsors to support the shipping costs.

One approach to sponsorship, rather than leaving it the championship organizer, would be for the IFDCO to be partially involved in supporting that process and to therefore improve the chance of Sponsorship agreement to reach that goal, particularly in respect of international shipping. In this regard, we have to consider for the next Worlds in Largs Bay how we can improve our support for boats coming from Australia, New Zealand, USA, South Africa and South America. Moreover, it is desirable if all efforts are put towards identifying a sponsor for the Ferry ticket.

With Frank Nooijen and Jan Lechler appointed as the FD

people in charge for the Transportation, we will agree the best solution.

In the past, the IFDCO collected money for promotion, advertisement and grants to young sailors and shipping costs for containers, by selling the stock of the last HARKEN Sailing Wear and the objects reported in the FD Shop and on the IFDCO website. In principle sponsorship could extend to both services and money.

With regard to the promotion, a further issue is the Registration of the IFDCO Logo. As agreed during the last two AGCM, I went ahead to register the Logo. This has now been done in The Netherlands, Europe and USA. Frequently, when I contacted potential Sponsors, they asked me if the "IFDCO name & Logo" are registered. This had been a common request by potential sponsors who wanted an exclusive contract for their products and services.

Of course, we need to renew the selling procedure and promotion through the Class website and by recruiting new sponsors. One possibility which is still being negotiated with the brand "Gottifredi & Maffioli", producers of ropes, who have expressed tentative interest to supply a specific kit

of tapered sheets and hal-yards which will be sold through the Class. This remains a chance to develop over the next year.

With regard to the Technical Committee, I'm very satisfied and glad because they always perfectly update the Class Rules according to the progressive development of boats, riggings and sails, looking ahead to the future.

Moreover, the efficiency and the quality control showed in every Championship, testify to the success of the technical strategy adopted by IFDCO to update the Rules and manage the measurements, in order to warranty every time high quality control, safety and equity. Personally and on behalf of IFDCO, I thank very much and we are grateful to Peter Hinrichsen for his engagement and work to update the Class Rules, Championship Rules and the Bye Laws, as well as to chair the Technical Committee for several years.

Now the term is finished, but, we are looking forward to have continuous contacts with him, for his knowledge and experience.

I wish all of you a continuous wonderful sailing season 2013 and a good work for the future of IFDCO.

Cheers, Alberto



Flying Dutchman Bulletin
Periodical of the International Flying Dutchman Class

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Contents

- 3 President's Letter
- 6 Editorial
- 7 Latest news & discussions
- 8 GS's-report
- 12 Trapez regatta 2013
- 16 Eurocup news
- 17 OKK 2013
- 18 Italian-nationals 2013
- 19 IDM 2013
- 20 We thank you PFH!
- 23 Worlds photograph's
- 24 Introducing Ed Cox
- 26 Australian Nationals
- 27 JB's philosophy lessons
- 29 Caribbean Championship
- 33 Dr. Gizmo
- 34 Volunteering; by PFH
- 35 Next Bulletin
- 36 Worlds 2014

Colofon

Issue: Year 61, nr. 160

Printing

Sportservice Noord-Holland b.v.

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Ronald Stalman,
editors needed

FD-Forum

Sjors Riemsdag
moderators needed

Editors word,

As we move into the 7th decade of the Class we have made significant change in IFDCO policies. Democracy has crept in and we now vote our IFDCO board members. Though it was unfortunate that the AGCM, where the change was discussed, was after the sailing season and the communication of the changes could only be done digitally. But Alberto & co couldn't wait any longer as they promised us these changes years ago. So by publishing the new bye-laws on the 13th of December 2012 on the website this promise was kept.

But since the sailors weren't able to meet each other at sailing events in this time of year how would the change succeed.

Read all about it in this Bulletin.

2013 season is much more balanced then 2012 was. Only one major event, our Worlds, in Hungary and 86 boats are posted on the event entry-list.

The 2013 Worlds are history and they brought a lot of excitement over the week.

In the end the leaderboard showed the usual suspects. But in a different order then we where all

used to. 15 years ago he had his maiden Worlds victory. And this year he did it again.

The 2013 World Champions are Enno Kramer en Enno Geelkerken (NED-26).

2013 means also that there is a celebration. The Dutch National Organization celebrates 60. They ask us to join in on their Open Championship 6, 7 and 8th of September in the south-west of the Netherlands. The chosen venue is the largest salt water lake in Europe. The OKK is also an Eurocup event.

For all event info see the event section of our website.

And the IFDCO-board has a lot of new faces. We will introduce them to all of you. But when new faces show up it means there are people leaving.

We salute Peter Doran, Peter Hinrichsen and Bernd Schreiber. Thanks on behalf of the class for being there, all of those years, and supporting the Class.



latest news and discussions

Worlds 2013

All the news is still on the [Worlds 2013 website](http://fdworlds2013.jimdo.com). (fdworlds2013.jimdo.com) Photograph's taken by Gábor Turcsi are there as well. By now we didn't have an agreement for publication purposes. Further news on the Worlds 2013 in the next Bulletin

Worlds lay-day discussion

At the worlds 2013 the lay-day was used, once again, for racing. A couple of sailors and their families argued about this decision. Inside IFDCO we discussed the matter at our meeting at the end of the Worlds. The solution to always respect the lay-day so the family could have a social day could be the following: If the championship is already valid before the lay-day the lay-day should be respected and no sailing is permitted on that day. We will poll this on the website and forum on short notice. And act in accordance with the outcome.

End of term ...

IFDCO will need new officers at the Down Under Worlds. Our President and General Treasurer their term ends and they will not apply as a possible new candidate. Jan Lechler our V-P Championship and Ronald Stalman our V-P communications their term will end there as well. Jan Lechler is willing to do a second term so he will apply.

Ronald won't apply for a second term although he is willing to continue his job.

New officers needed

Anyone interested in applying him-/herself for President or General Treasurer could give Ed Cox a message. It would be neat to have applicants already listed at the Worlds 2014 in Largs.

Worlds 2014, Largs

The UK Class Organisation is finalizing all arrangements for the 2014 Worlds. [The website is online](#), though still under construction. They are working on the last details at the moment. If you are planning to participate in the 2014 Worlds please follow the website announcements and information.

Bulletin

Last round of postal services didn't return us any Bulletins so it seems we have all the correct addresses to sent them to. To keep it that way PLEASE inform our General Secretary in time if we have to sent the Bulletin to a new address. It is so very disappointing to see class-money go to waste by getting dozens of them returned to sender.

Bulletin content

The editor was informed that a couple of the sailors miss regatta reports. If you sent English stated reports to the editor they will be published. But the editor isn't going to email or even call you to get

event stories. If you want them in the Bulletin you've got to act yourselves.

None regatta content

Technical articles etc. etc. will be published as well in our Bulletin if you sent them! So if you have anything interesting to share, regarding the FD, sent it over by mail to the editor.

Forum

Sjors Riemsdag is the forum principal. Anything regarding the forum must be sent to him! We lost contact with Sjors so for the moment we see the forum as a private ran business. The IFDCO tries to restore contact with him. Status unknown at the moment.

Website

The web-team is making changes to the website. The website therefor will be off-line once in a while.

Event dates

The German web-team made a tremendous effort to publish all known events on their website. Though it was decided that IFDCO would only show their own events on the IFDCO-website we've changed our policy. The IFDCO will in 2014 show all events to be held all over the world. This decision will show that the FD is still a very lively class.



General Secretaries report 2013

ON AGCM AND COMPETITORS MEETING,
3th of June 2013

APPOINTMENT OF NEW OFFICERS

It is no secret that there was some controversy regarding the nomination and appointment of new officers prior to the worlds. To resolve this issue a procedure was adopted and published on 26 May to resolve this democratically. Ultimately only one nomination proceeded to a vote at the competitors meeting and a unanimous vote was recorded for each position. Thus, I was appointed General Secretary, Paul Hemker was appointed V-P Technical and Tony Lyall was appointed V-P Development of the IFDCO. For the future a clear democratic process is envisaged, and a new Bye Law has been drafted to give affect to this.

It is as follows:

“When an election is required by the Bye Laws it is to be conducted and concluded by a vote of all current IFDCO members present at the competitors meeting. The IFDCO General Secretary will act as the returning officer for the election and will advise the general committee of the result. The general committee shall then

appoint the new members of the general committee in accordance with the IFDCO Foundation Rules.

At any election a member may hold up to 5 proxies from other IFDCO members. Any such proxy shall be in writing and include an endorsement from their national secretary that all such proxies are from current IFDCO members with a valid and current membership card.”

It should be born in mind by all IFDCO members that in two years the President and Treasurer both come to the end of their terms and the class as a whole must think to the future.

The Committee wishes to express a vote of thanks for the many years of service of Peter Doran as IFDCO General Secretary, Peter Hinrichsen as V-P Technical and Bernd Schreiber as V-P Specials. It is hoped that they will both be able to attend next years World Championships in Largs Bay and the class as a whole can express their thanks in person.

MANAGEMENT OF THE IFDCO

The Treasurer reported that the class remains in a strong financial position and has an appropriate reserve of funds. A full copy of the accounts and budget are available to those members who want one via their national secretary or from me.

There is currently no sponsorship arrangement in place for the IFDCO, but discussions have been continuing with Gottifredi Maffioli. A sub-committee is to be formed to approach appropriate sponsors for the class as a whole, or for specific combinations of events such as the World Championships and Europe Cup series.

The Committee is considering a detailed review of the IFDCO website. In particular, it is intended that a more detailed calendar of all FD events be published on the IFDCO website, similar to that currently maintained on the German website. Over time the IFDCO website will be updated and have its content expanded. The new content is to include material previously on the old website and new material.

There was discussion at the AGCM about the desirability of producing a class yearbook annually, in addition to the Bulletin.



General Secretaries report 2013

No decision has been reached at this stage and the Committee would be assisted by member's views as to the desirability of this publication.

An issue which has arisen in the past is that some members buy their stickers at championships from the Boat Registrar rather than from their national secretary. For the future the procedure to be adopted is that the Boat Registrar will only sell IFDCO membership stickers to a member if (1) the member is unable to purchase a sticker from their national secretary because of the national secretaries absence from the championship (otherwise the member is to purchase a sticker from their national secretary) and in that event the member must agree to pay any additional dues which are ordinarily payable to their national association, or (2) the member is from a country which does not have a national association.

The national secretaries meeting scheduled during the Worlds was unfortunately canceled because sailing finished late and it could not be conveniently reconvened. An informal meeting of national secretaries is proposed for October, during the German National Championships.

FUTURE CHAMPIONSHIPS

The VP Championships has reported that planning for the 2014 worlds in Largs, Scotland, and for 2015 in Sydney, Australia, are both well advanced.

For 2014, and in the future, the Committee is keen to support non-European competitors to attend the worlds. There are cost difficulties in shipping part filled containers and consideration needs to be given to more than just a subsidy. Whilst container subsidies will continue for future world championships, it is intended that the IFDCO will additionally support the supply of quality charter boats to encourage non-Europeans to attend the World Championships when a container cannot be sent cost effectively. To achieve this Germany, the Netherlands and Italy will be requested to, when possible, make available their class promotional boats or appropriate private boats for charter. The approval and financial support for each charter is to be on a case by case basis, and therefore sailors will need to individually approach the IFDCO for support.

For 2015 the Committee has decided that there is not to be a dedicated separate European Championships. The reasoning for this decision is that a strong Europeans tends to

detract from attendance at the World Championships because it inevitably competes with the non-European event. This was observed in 2008 with New Zealand and in 2012 with Santa Cruz. The Committee intends to promote the World Championships as the premier event for the FD Class each year. Supporting and encouraging attendance at the worlds is desirable for the class as a whole. As a substitute an additional Euro Cup event will be added to the program.

The Committee has decided that the program for future World Championships will be:

2016; Steinhude, Germany.
2017; St. Petersburg, Russia (To be confirmed at the 2014 AGCM at Largs).
2018; To be determined.

There was some general discussion about potential venues for the 2018 world championships, but there are no firm proposals. It was agreed that after St Petersburg it was desirable to have the worlds at a strong European venue which will attract a large fleet. Possible venues discussed were in Italy and the Netherlands. An oral presentation was made at the competitors meeting to host a championship at Portorose/Piran in Slovenia.



General Secretaries report 2013

No decision has been made and invitations are invited to be submitted for consideration at the competitors meeting and AGCM at Largs in July 2014.

The Euro Cup Program for 2014 will be:

- Altea in March.
- Kiel week in June.
- Italy, in or around September, (at a venue to be determined).
- Gulcher Memorial in October.
- One additional 3 day event in another country is also proposed for 2014, but its location is not yet finalised.

A number of issues arose for future consideration for Championships. These included (1) the desirability of insisting that the spare day be retained in World Championships where possible, (2) that when scheduling events allowance should be made for competitors to drive home with minimal interference with their work, (3) The role of VP Championships in giving instructions to race committees, (4) the protest notification rule used in the sailing instructions. All these issues will be considered further over the next year.

MEASUREMENT AND TECHNICAL

The measurers report is to be published separately,

but in short the topics discussed were as follows:

- Whether a larger spinnaker, such as the 505 spinnaker, should be trialed and the FD rules changed.
- Whether loose footed mainsails should be permitted.
- Whether the rules regarding electronic compasses and digital cameras should be reviewed.
- The procedure for weighing boats at a championship when presented with wet ropes.
- Corrector weights.
- Costs charged by measurers at Championships.
- The identification of measurers in different countries.

All of the foregoing issues are to be the subject of consideration by the V-P Technical and Chief Measurer, together with a sub-committee. I will not preempt their consideration of each issue, except to set out two resolutions of significance.

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First, a bigger spinnaker trial has been adopted so that the maximum number of FD sailors can form an informed opinion on whether to change the spinnaker. No other changes to the mast, spinnaker halyard height or pole length are included in the trial. Because of the importance of this trial the resolution is set out in full: **"RESOLVE** that from 1 August 2013 the following temporary rule will apply up to the commencement of the 2014 AGCM in Largs, Scotland:



General Secretaries report 2013



1 That at any Flying Dutchman race (with the exception of the World Championships, a National Championship, a Euro Cup event or a regatta which counts towards a national ranking list having a ranking factor greater than 1.2) it is permissible to use either a spinnaker complying with IFDCO Class rules 102-106 or a spinnaker complying with the International 505 Class Rules. It

is noted that in Flying Dutchman events it is not permissible under this rule to change the spinnaker hoist height or other equipment, and IFDCO Class Rule 69 continues to apply.

2 Any national class association may make additional guidelines for the commencement of this temporary rule and to des-

ignate at which regattas it shall apply.

3 The question of whether the International Flying Dutchman Class should change IFDCO Class Rules 102-106, at a time after 1 January 2016, is not to be determined prior to the 2014 AGM in Largs Scotland.

Second, the Chief Measurer and V-P Technical, are to prepare a modified rule to permit booms without a sail track and loose footed mainsails. It is expected this will reduce the cost of new booms in the future, but without any change in performance. This rule will be prepared in consultation with sailmakers regarding the cost of changing existing sails. Existing booms with a track and bolt rope will remain legal in any event. An electronic survey of members' opinions will be conducted with a view to the new rule commencing in approximately 12 months.

Ed Cox





Trapez-Regatta; Steinhude

Winter didn't give up easily this year. So I was glad that Durk took me of the hook for participating in Duisburg and the Easter Egg. But the Trapez-regatta in Steinhude is one you wouldn't wanna miss. Why? I fill you in on this secret

Though it's only a 2 day event every year at least 50 entries. The Hannoverische Yachtclub offers great hospitality. It has places to lay your head at rest. And on Saturday evening a great meal and free beer. Since I've sailed FD's I've been here and for the once who never attendant: 'Someday you ought to go here'. Even though the weekends always lacks a day of wind.

I was eyeing Windfinder and Windguru all week for the wind forecast. Common with the cold conditions of this ever lasting winter I didn't look at the temperature. Signs where good. On Saturday 16 – 20 knots wind with gusts up to 27 knots, but decreasing from about 14.00 hours. Sunday the wind strength would drop till about 9 – 10 knots. The temperature looked to be more friendly as well, so we only had to cope with the water temperature. My travel to had to start on Friday morning, because I had another event to fit in the weekend. The traditional round of golf Germany versus the Netherlands.

At the Yachtclub you park your boat in front of the club. When it is crowded like it was this weekend it's always good to be early so you can't miss out on the first race. All the way from Denmark came the Bojsen-Moellers, from Australia there was Ed Cox and James McCrudden, Ard and Enno, Borowski, Bogumil and so on ...

So a weekend of fast, competitive and close racing lay ahead of us. For myself it would be the first event to helm an FD. I'm still not fully recovered from my ankle injury from the crash we had at the IDM 2012. Crewing this year is out of the question, but I want to sail. So helming will be my destiny this year.

When we fitted the boat in racing trim the wind was hauling from the west. The first day of the Trapez-regatta would be a windy day. And with the water temperature close to zero degrees it looked to be risky business. Weather forecast still foresaw decreasing winds so the committee decided to postpone the races until further notice. Where normally races are postponed at Steinhude for lacking wind now with the cold water conditions and the hauling wind we couldn't go racing. What the @#\$! is happening to us I thought would this be a Trapez-regatta with a total new experience? The one moment the wind decreased but when rain-clouds appeared it started hauling again. The jury had

to make up there minds what to do. Finally they decided to let us sail the boats, so it would be a normal weekend at Steinhude after all.

Maybe it's the eagerness of the FD-group when they start there racing season. Or maybe it is the short starting-line that is hurrying every one to start asap. But it took us 3 times and a black-flag session to get away clean.

Our start was OK. But my crew already gave some warning of very cold and stiff hands after more then an hour on the water. The first race we could keep up with the speed of mostly everyone, but we only made one beat when Durk's hand started to protest and he wasn't able to pull the Genoa anymore. So we left the racing area and followed the sailing fleet from the Yachtclub shore.

The usual suspects where in front of the fleet GER-88, NED-26, DEN 21, GER-202, NED-25. Even with the windy conditions the fleet was spread wildly amongst the triangle course. The last where still chasing the upwind mark while the first already flying to the downwind mark. Like us many others conceded but at least 30 brave hearts fought the conditions and ended the first and also the second race.



Trapez-Regatta; Steinhude

The second race was a copy of the first race. A wide spread field and again winds up to 30 knots. And the common once in front of the pack.

After 2 races the NED-26 was leading (2-1), followed by GER-88 (1-4), DEN-21 (3-3), NED-25 (4-6), GER-113 (9-



2), GER-202 (5-7).

After a long day of sailing for most and a less successful day for the once who didn't or quit sailing evening arrives. And when it's dinner time the housekeeping crew of the HYVC rocks the boat. With fine food and free beer. So with all sailors and family gathered in the clubhouse the atmosphere is like it is like it would be on the brightest summer day.

And then Sunday starts. Weather forecast was lighter winds then the day before, but speaking to the Germans they stated that it would be again over 20 knots of wind today.

We didn't spot it on any site or app so we were puzzled what to think of it and how to dress up our boat. Not changing anything we kept the sail wear like the day be-

fore and we hit the water. As we winded down to the starting line there was just a moderate breeze.

The wind was shifting from right to left and back.

So before we got underway, with a black flag out once again, it took some time.

We choose to go to the right to the upwind mark. At first it looked brilliant but hitting the mark we only had a handful of boats behind us. Work in progress we said to each other.

At mark 2 we squeezed the first pair of boats and we continued in our best fighting spirit.

Making ground during the race we managed to pick up some places, but boy the pack looked once again like a battlefield. Better luck in the next race we said to each other. Way upfront the DEN-21 finished 1st, just shaking of the NED-26. GER-88 had a poor race and dropped a few places.

We started the second race. We did much better then the earlier one. At buoy 2 we picked up at least 15 places so somewhere in the middle of the pack we sailed towards the downwind mark. Nearing the mark we saw the boats already sailing upwind straight at the upwind mark. The wind had shifted almost 45 degrees. Instead of a changed upwind mark the race-leader cancelled the race. He knew something we didn't know at that time ...

Always stay between the fleet and the harbor Durk mentioned me. And doing as I was told we managed to sail in front of almost everyone into the Yachtclub. Racing was abandoned.

The wind al of a sudden died completely on us.

The jury saw it coming Everything was back to normal in Steinhude one day lacking wind.



But at Steinhude the party isn't over till the fat lady sings. After packing your boat and during the price giving ceremony there is always something nice to feed yourself with. Al kind of cakes and other sweet stuff to complete the event. Steinhude see you next year

For the once who are still not interested in traveling there for a one day racing event there's rumored that Steinhude will host the 2016 Worlds.

How about that?



Steinhude photo's



the difference between Saturday (above) and Sunday
the mystery of Steinhude



Steinhude photo's



the difference between Saturday (above) and Sunday
the mystery of Steinhude



Eurocup news



ALTEA 2013

The first event dates were changed at the latest possible moment and therefore the event had less attendants than expected and usual.

6 Spanish-, 1 Australian-, 1 Dutch-, 1 German-team were present.

The sun was delightful but the wind blew heavily. So only 3 races have been sailed out of the 9 planned.

ESP-80 came first, followed by the AUS-7 and ESP-8.

Full result [here](#).

WORLDS 2013

See worlds-website.

KIEL 2013

Kings of the FD at Kiel was the line in a German newspaper. GER-113, Killian Koenig and Johannes Brack, topped the Kiel ranking all week.



The Kielweek had a whole new program. The fleet didn't sail course Charly, the whole week, as usual. They sailed the Harbor course as well with trackers so the people ashore could follow the race. The

race was filmed out of a helicopter as well.

The incentive of this effort, sponsored by SAP, was gaining interest in the game of sailing. The filmed images were provided with a voice over who commented the race tactics of the FD-sailors.

Full result of the Kielweek [here](#).

Future 2013 Eurocup Events.

6, 7, 8 September

Dutch OKK;

20, 21, 22 September

Italian Championship;

3 – 6 October

International German Championship.

2014 Events

At the ACGM the IFDCO decided the 2014 Eurocup events dates & places.

(fixed)

SPAIN, ALTEA

20, 21 and 22 March.

(training program on 17, 18 and 19 to be discussed)

GERMANY, KIELERWOCHE

26 – 29 June.

(provisional)

ITALY, August/September

venue unknown for the moment.

NETHERLANDS, October

not fixed yet

A further event in another country, such as Achensee, on the condition the event would be over 3 days.



Dutch-Nationals 6, 7 and 8th September

OKK-Netherlands

The Dutch have chosen to sail there Nationals on salt water. The Venue selected, by the Dutch-racing committee, is Lake Grevelingen the biggest salt water lake in Europe. The boatpark spot/harbor is Bruinisse.

An excellent spot to go with the family. Near to Amster- and Rotterdam, but also very near to Antwerp, Belgium.

Zeeland became world news in 1953 when disaster struck the province. A giant storm, extreme springtide and the narrow funnel where the Atlantic Ocean was pushed in, in that

area, flooded almost entire Zeeland. To prevent the province from flooding in the future the famous Delta-Works where erected. All engineering is shown at the Deltawork-museum, Neeltje Jans.



Visiting the Dutch Open will absolutely be worth your, and your families, while.

9 races are

scheduled, entry fee is € 75,-. NOR will be available on short notice.

Registration is available on the web, go to:

<http://kzrvhollandia.nl/> .

Places to stay.

[Floating Holiday Houses](#)

available for 6-8 guests.

[Hostel 5 minutes drive away.](#)

[Aquadelta Holiday Park](#)

2 Camping sites available also on a 5 minute drive.

- [De Welblok](#)

- ['t Hoge Zand](#)

For information contact Gijs van Daal, email

voorzitter@sailfd.com

mobile

+31 621 977 385



Italian Nationals 20, 21, 22nd September

The Italian Flying Dutchman Class Organisation would like to invite you to the FD Italian Championship/ Euro-cup event, from 20 to 22 September 2013

The venue is:
Marina di Scarlino

The Tyrrhenian coast is known around the world as one of the most beautiful coastlines in Italy. Pristine beaches and crystal blue waters are set against a rugged landscape, providing magnificent views wherever you turn your gaze. You will find unspoilt nature, spectacular coastal vistas over Maremma, lush pine forests, quaint bays, and a unique panorama of the islands of Elba, Montecristo and the Tuscan Archipelago. Marina di Scarlino lies at the heart of this fabulous landscape: the name stands for a unique concept that combines luxury accommodation on the waterfront with all of the advantages of a modern and fully equipped marina, creating a wonderful quality of life.

The venue is not far from Pisa, Siena, Florence and Rome.
So ideal for family to come along.

Click [here](#) for further information and registration.
or visit the Italian website.

Eric Deleu





IDM, Ammersee 3rd – 6th October



Internationale Deutsche Meisterschaft

Flying Dutchman

2013

Wo / Where

Herrschinger Segelclub, Ammersee

48° 0' N, 11° 11' O

Wann / When

03. – 06. Oktober 2013

Register by

19. September 2013



Fragen / Questions

Roland Kirst, roland-kirst@web.de

Wir freuen uns, Euch bei der IDM 2013 in Herrsching zu begrüßen. Es erwarten Euch, ein windiges Segelrevier mit Alpenpanorama, ein herrlicher Segelclub, ein interessantes Rahmenprogramm in und um Herrsching, und natürlich nicht zu vergessen die bayrische Gastfreundlichkeit. Wir rechnen mit Euch !

Bis bald.

Roland Kirst, Hans-Peter Schwarz and Stefan Beichl

We are looking forward to welcome you for the IDM 2013 in Herrsching. You will experience a windy sailing territory facing the Alps, a gorgeous sailing club, an interesting event program in and around Herrsching, and above all the well-known Bavarian hospitality. Join us !

Yours.

Roland Kirst, Hans-Peter Schwarz and Stefan Beichl



We thank you ...

As always things come to an end. Our VP-technical Peter Hinrichsen's term ended on 31th December 2012.

But we are not saying goodbye to him without an interview and a portrait in the Bulletin.



Dervio 2003

Peter tell us how your FD-life started ...

When I emigrated to Montreal Canada I had the choice of joining an I14 fleet, creating a 505 fleet or joining a fleet of FDs and chose the latter. I first crewed on a glass Dubdam FD and then a beautiful wooden Duissberg, which Keith Musto and I sailed at CORK in 1971. I then bought Roger Green's Bob Hoare KC 242 and sailed it for a number of years before buying a Hein KC 120 which I sailed until 1984.

What happened since then ...

In 1974 I went to spectate at the Worlds in Weymouth, got involved in the measurement (full templates on all Worlds hulls) and crewed for Gunter Arlers. That led to becoming the measurer for the Pre Olympics and 1976 Olympics in Kingston where I had the good sense to invite Cle and Paul so we had a very international FD meas-

urement team. We investigated the Lamboley test for FDs and demonstrated it to the Queen! In 1980 the west boycotted the games but in 1983 The US invited me to be the FD measurer for the 1984 Olympics in Long Beach and again we had a great team. This time we tried the bifilar swing test on the FDs! Cle invited me to Pusan for the 1988 Olympics but in 1992 the Spanish decided they would do all the measuring so Cle was there as advisor and I went as part of the support for the Canadian team.

All joy and fun ...

When I first went to Canandaigua for the Cannonball regatta there were more than 50 FDs with many great sailors but after our Olympic era the North American FD fleet shrunk and I was able to win the regatta!



crewing for Keith Musto 1971

What does a VP-Technical need to know ...

The role of the VP Technical is to keep up with developments in the technical and rules side of sailing, advise the class, and to liaise with ISAF. This requires a technical background but also the ability to listen to the class members, so as to gauge what

developments they want. Few modern FD sailors would want to sail the 1960 Flying Dutchman but on the other hand do not want developments which require new sails and hulls every other year. So VP Technical has to achieve a balance between advising on sound development, which is financially viable, and keeping the FD at the forefront of sailing dinghies. During my time we introduced the larger spinnaker, longer spi pole and the carbon mast, and adopted the ERS. However, we did not adopt Mylar sails, fully battened mainsails or asymmetrical spinnakers. Allowing loose footed mains, more electronics and an even bigger spinnaker are questions for the future. A balance between development, cost and keeping our character of being the fastest upwind high performance dinghy is the aim.

Is there politics involved ...

I have been fortunate that I had a very good relation with Cle (I think we were known as the odd couple in Dervio) so no, I have not really been involved with any politics. Dealing with ISAF can be political but I left that to Alberto and Steve. Yes negotiating rule changes with ISAF can be circuitous and although the Standard Class Rules format has a lot to recommend it ISAF now insists that classes have "closed class rules" and so I would not recommend this change to the class. If it ain't broke don't fix it.



... for 9 terms ...

How do you foresee the future of FD's technically ...

The new Planatech FD is very interesting and it remains to be seen how it performs against the Maders and Bogumils. I do not think it will be good for the class if it turns out to be significantly faster than the present fleet, however, if it is stronger, remains down to weight, requires less maintenance and remains within a reasonable cost it will in the long run make owning an FD cheaper. In these times of financial restraint the class has to be aware of the effects of any increase in the price of the boat. Technical developments may make the FD more appealing to the next generation but cost increases will I think override any gains in appeal.

Some sailor's started the discussion about a bigger spinnaker, what's your view ...

There are a large number of FD sailors who are no longer in their 20s and already find the bigger spinnaker more than enough. The introduction of the previous increase in spinnaker size did not go as smoothly as anticipated, but was eventually accepted as a significant improvement. Careful consideration will therefore have to be given to the introduction of a further increase in spinnaker size. The proof of the pudding is however in the eating, and I encourage Ed Cox and Killian Konig to experiment and present their findings to the class for consideration. One alternative would be to allow two spinnakers on the boat (we used to have running and reaching spinnakers in two chutes at one time!) so sailors could choose to use the present spi or the

bigger one in winds that they can handle.

Again, will the class loose more older sailors than the younger ones this might attract? And what will the extra cost be? Will this require re-engineering of the mast? If so the cost will be prohibitive, or can the 505 system be adopted and made practical for all FD sailors, not just the top tier? The class should always be forward looking but proceed with caution.

The discussion has a beginning because in modern day racing the triangle course looks to be banned.

How do you feel about that ...

No triangles are not banned, just that sausages are the present fashion at ISAF and the Olympics, as they are suited for Skiffs and easier on the Race Committees. Remember that ISAF is driven by the Olympics, which are driven by TV, as that is where the money comes from, so their choices are based on spectator appeal and NOT on what is good for the sailors. The FD is a sailor's class and had the discussion about courses, and I re wrote the FD Championship rules specifically requiring triangular courses AS THAT IS WHAT THE SAILORS SAID THEY WANT. The three sail reaches are often the best part of a race, even if there are not too many passing opportunities, and gybing around a mark with many other boats is very different to gybing clear when you choose to do so downwind, so is an extra skill.



measuring at the 1976 Olympics

Should the FD-class go with this kind of courses ...

No there is nothing to say one cannot occasionally have some sausage courses, especially if the sailing venue is not suitable for triangles, but they should not become exclusive, as unfortunately seems to be the case in many Clubs. I feel that this standardization is leading to many sailors leaving the sport as it is boring. In my time we sailed round fixed marks and even had downwind or reaching starts (note now used in the AC) and when I sailed on the Nene river in York the course followed the river with tacks every few meters. Tough but fun and different every time. Variety is the spice of life.

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... Peter Hinrichsen

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Is everything done in the technical section over the last 60 years properly filed and archived ...

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Your legacy to the class ...

I have tried to live up to the high standards that Cle set for measurement and the class rules and recall with pleasure the many hours we spent together wordsmithing rules. Some people may have got the impression that we were arguing but in fact we were agreeing on how to make the rules clear and unambiguous. FD regatta inspection, as measurement is now called, has been maintained at a high standard by John Best and Paul Hemker and the class continues to set an example for other classes, as demonstrated at the 2012 ISAF measurement symposium in Dublin.

In the last few years I served as VP Championships and have re written the FD Championship rules, which I hope will be adopted in Balaton. I also spent an enormous amount of time revising the FD Class bye laws, finalizing a draft with Alberto in Santa Cruz and presenting this draft at the 2012 AGCM in Abcoude. These new class bye laws are a significant departure from previous practice and introduce elections for the FD executive. Nothing is perfect, especially as a first draft, but I hope these new bye

laws will serve as a sound basis which can be amended in the light of experience.

The FD hull lines have now been digitized and so can be preserved on any computer, rather than via Mylar copies which can distort, or on an aluminum plate which it seems has been lost. A number of template sets have been recovered and need to be assembled and completed, and it is hoped that this can be done this year, as making new templates would be exceedingly expensive.

The FD class rules have been continuously updated to meet the needs of the class and the 2013 version which came into effect on 1 March is posted on the ISAF website. They were edited to include the improved table of offsets, to make all the dimensions self consistent and easily referenced in tables with maximum and minimum values quoted.

I therefore believe that I leave the class in good shape as far as technical matters are concerned and in the good hands with Paul and John taking over these responsibilities. May all FD sailors enjoy the class as much as I have and may it continue to flourish.



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BM carbon mast now available.**

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Mobile; +45-23443707**

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Worlds 2013 photograph's





Introducing Edward Cox

My name is Edward Cox I am the new IFDCO General Secretary.

I am the helmsman of AUS 7. For the last 5 years I sailed with Peter Bevis, who previously sailed with me on a 12 foot skiff in Australia. Our boat manufacturer is a Mader, which was built in 2009 for the Medemblik worlds. Our mast manufacturer is C-Tech from New Zealand. Our sails over the last 5 years have been North from Lin Robson at the Gulf Coast loft.

What do you like in sailing FD?

I have always been a one design sailor, previously in the 505, Dragon, Etchells, J24, Contender, Laser and others. I spent a few years sailing skiffs and wanted to come back to a high performance one design dinghy. I chose the FD because there is good competition and the opportunity to travel.

What do you dislike in sailing FD?

In Australia we have struggled to travel to world championships because of transport cost, this largely is the problem of a smaller fleet that can rarely get 6 boats to fill a container.

Most unforgettable FD-moment?

My first FD race at Batemans Bay just south of Sydney, we went out forgetting to put the bungs in. After an hour we remembered and put some tape in. The boat never sank and we didn't come last even though the boat was half full of water.

Most favorite event FD?

The 2011 worlds in Malcesine, by far the best racing I have been involved in, 2009 in Medemblik and New York are a very near second.

With whom you would like to sail your FD? 100 other FDs.

I insist the Bulletin should publish?

Bearing in mind the bulletin is now also on our website, it has two audiences. Existing and future FD sailors. It should inform existing sailors of what the IFDCO is up to and what is happening at events and developments with the boat. In addition it is a continuing advertisement to future FD sailors, we need to tell them that the FD class is a strong and vibrant international class with good quality international racing, at

a surprisingly lower cost than its Olympic history would suggest.

Last but not least; Give your opponents a great hint/tip?

The FD is faster without 20 litres of water, so put the bungs in before you go sailing.

Last but not least; Give your opponents a great hint/tip?

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There's something else I want to ask you!

You are an applicant as General Secretary, tell us why?

I have loved racing the FD over the last 5 years and decided to stay, I wanted therefore to put something back into the class. I said I was happy to do any of the jobs going. It was suggested to me I had the diplomatic skills to be the General Secretary. Only time will tell whether that suggestion was correct.





Introducing Edward Cox

It was suggested to me I had the diplomatic skills to be the General Secretary. Only time will tell whether that suggestion was correct.

How do you see your contribution to the IFDCO? What opportunities do you see?

It is my opinion that the IFDCO should have two main purposes.

First, facilitating and overseeing quality racing at international events, predominately our annual world championship. Whether it is fair or not, most sailors judge the health of a class by its worlds fleet and that affects whether they join a class. It is obviously also the reason why many of us currently sail an FD. So I think the IFDCO should be guided

by the overriding principle of maximising the size of the fleet attending the worlds each year, maintain the existing quality of racing and maximising the number of countries who can participate. It is undesirable to have small world championships with 30 or 40 boats, we are a fleet that can and should have big championships. This can be best achieved with a focus on venues people want to sail at and have a holiday at (and can convince their families to have a holiday at). Cheaper transport and sponsorship are also important. The New York regatta in 2009 is an excellent example of how an innovative venue can maximise numbers.

Second, a principle IFDCO function is the promotion of

the FD to future sailors. In the modern world this is primarily done on the internet, that is how most aspirants will research a change of class. Rejuvenation and updating of our website will require input from all over the fleet and cannot simply be left to one or two people.

As General Secretary I would hope to promote these two central purposes with more transparent communication and decision making between the IFDCO and the various national secretaries.

Last but not least; Give your opponents a great hint/tip?

The FD is faster without 20 litres of water, so put the bungs in before you go sailing.

FLYING
2015
DOWNUNDER



Australian Nationals

Gippsland Lakes Yacht Club hosted this year's Flying Dutchman Nationals, providing a great regatta sailed in almost every possible wind strength, which saw a super close series with most heats seeing the top six boats finish in very quick succession.

Friday saw a steady light to medium breeze ease everyone into the series – with race wins to McCrossin / Cook and Mitchell / Macdonald.

The next morning the breeze had died completely....the morning was spent drifting around on the lake in the sun whilst waiting for the breeze. After coming ashore for lunch the race team eventually got everyone under way late in the afternoon, the first race was in around 5kn of breeze and again McCrossin/

Cook made the best of the conditions to win.

The second race started in similar breeze, but it kept fading and shifting leading to an ever changing lead all the way around the track with Edgar/Maskiell eventually holding out for a tough win on the final work of snakes and ladders.

Sunday then continued to change it all again. On arrival at the club it was blowing a fairly steady 18+kn and it was decided to wait and see how the front system would go through – an excellent decision as it then built to around 25–30kn for a few hours with rain thrown in for good measure. Again the racing started later in the afternoon and the fleet romped around for two super quick races in great breeze on flat water – pretty much perfect

FD blasting weather. This is where the regatta started to turn with Bartels/Bismark taking both races from McCrossin/Cook.

The final day returned to similar weather from the first and again Bartels/Bismark held out McCrossin/Cook in another close race – leaving them tied on points, but with Bartels/Bismark winning on a count-back. Third place was only a further four points adrift with Edgar/Maskiell, and Mitchell/Mcdonald only three points behind them.

A great regatta to end another good FD year in Australia. Make sure you join into the FD class next year to get some training in ready for the Worlds to come to Sydney in January 2015.

by Michael Nolan





JB's philosophy lessons

You know are chief measurer JB and his thoughts



You will all have heard about the death of Andy (Bart) Simpson while sailing aboard the AC 72 catamaran "Atemis", and if, like me, you wondered where the America's Cup was heading, then this article is for you.

We have all been aware of the new class of catamaran called the AC72, and how they were a wee bit tricky to sail. Then nodoubt, you all heard about the ever resourceful Kiwi's who took a long hard look at the rules and discovered that nowhere in the rules did it say that the Dagger boards had to be straight. They decided to test the rules and built a very pronounced bend into the dagger boards so that about two metres was horizontal, then they popped a pair of "T" foils on the bottom of the rudders and flew the cat on hydrofoils.

They started to get quite good at this and then the other teams caught hold of

the idea, the Rule Writers and their Lawyers looked at what the Kiwi's had done and pronounced that it was legal, right thing to do, it was legal. However, not once did anybody sit down and wonder whether it was the right thing to do, and maybe they should say that the dagger boards had to be straight, or nearly straight!

The AC 72's already had a reputation for being difficult, if not impossible, to detune in a breeze, hard wing sails are like that, any windsurfer could tell you that. Thus the America's Cup teams started off with a Cat that was scary to sail, and then made it 10 knots faster. You have to wonder why some of the most skilled yachtsmen in the world with a

lifetime of experience sailing powerful boats didn't just sit down and discuss where they were heading with this idea? In the aftermath of the second capsize, the Yachting press and the general media started howling. They cried things like "Dangerous Boats, a flawed concept and an over ambitious project on a ludicrously short time scale" all of which most of the folk involved already knew to be true, and yet the project goes on, WHY ??

The problem with where the AC has gone with these developments of an already dodgy boat is that further development will only make the boats more cranky,





JB's philosophy lessons

unless they find a way of reducing the power in the rigs. The Regatta Director's Recommendations after the accident are now quite well known, they are ;

Take a long hard look at the AC72 and some of it's primary systems.

Crew restraints for manoeuvres

Quick release buoyancy aids

Body armour

Electronic head count devices

Crew locator devices

Breathing apparatus

High visibility helmets

Minimum of two 40 knot

safety boats per AC 72

Divers and rescue swimmer's on each boat

Paramedic on each boat armed with defibrillators (how do they propose to use those in a wet salt water environment)

The upper wind speed reduced from 33 knots when it is acknowledged by the crews that the boats are seriously scary down to 23 knots when they are just scary.!!

Photos of the crews fully dressed show a group of Spe-



cial forces about to go into combat.

How did they get to the place that they currently find themselves.? I will not mention names for reasons of personal safety, but there are a few folk (who really should know better) who believe that they should just push ahead and it will be all OK.

They are trying to make the America's Cup televisable and get the American public "into it" for sponsors and media hype i.e. money.!! The biggest problem for them, after trying to get a Regatta going with cranky and scary boats on a weird televisable course that none of us would recognise, is that it will take place during the American Football Season when no American will watch it.!!!!

What has this got to do with us, not a great deal really, but I suppose we should have , in the back of our minds, an awareness that if we develop the FD too far in the next few years, we may lose public support, i.e. a large proportion of the boat park.

We are clearly not (hopefully not) going up on foils, but the lesson from all of this is that it is easy to get carried away

with what seems like a good idea.

If I were the chief measurer for the AC 72's, I would spend some time staring into space and then demand that there was a wind limit, that the sails needed to be detuneable (not such a huge problem with a reduced windspeed) and would want the development of the boats given more time !

Actually, I don't have a problem with foils, I can see that they **COULD** make the boats safer, but the helmsman would need to have instant control of the angle of attack of the front foils, especially during bear away manoeuvres. All monsters can be tamed given time and intelligence, well nearly all monsters, anyway!

JB





CARIBBEAN CHAMPIONSHIP DECEMBER 27-31 2013

What do you rather want to do?
And where do you rather want to
be at Christmas time.

Warm and cosy in your Northern
European house. Or enjoying
life to the max on the sunny
beaches of Bonaire?

Well here is our one time oppor-
tunity to sail an FD-regatta dur-
ing Christmas time 2013.

[start feeling the Caribbean-vibe at tripadvisor](#)





Many sailors would like to have an FD-regatta in the Caribbean. For years I have been asked to organize one. And it was clear during the championship hearing in Malcesine that the FD-sailors were in favor of it. Because there are not enough local boats, it has not been possible to have a World Championship in the Caribbean so far. Is that a problem? We Caribbeans don't think about problems. The weather is much too beautiful for that! So, I am inviting, on behalf of the island and the inhabitants of Bonaire, all FD-sailors and their families for a unique and unforgettable experience. From 27 until 31 December 2013 we will keep the Caribbean Championship Flying Dutchman. Don't miss it!

Who doesn't know the tropical images? The blue and clear ocean. Swaying palm trees. And ideal wind: mostly moderate, occasionally as strong as force 5. The strength depends on how close you sail under the shore. But images don't capture what the Caribbean is *really* about: the pleasant warmth, relaxed and welcoming atmosphere. And

Bonaire offers something on top. It is a prime location for diving (would you like to have your PADI-certificate in 3 or 4 days?). And of course also for snorkeling. That Bonaire is special, you also experience as you sail. Tropical fish under your boat and flying fish or dolphins that guide you.

Not without reason we focus this invitation also to the families of the sailors. Because even for the non-sailors, Bonaire is a holiday paradise. Especially for people who like (rugged) nature. There are beautiful hiking trails, breathtaking coasts and nice beaches. Not so many large beaches as in Aruba. But smaller ones, and more varied. And always the most beautiful fishes within reach. Step from the shoreline into the water and you will be amazed. Therefore: come not only for the sailing but enjoy the whole island as well.

We have scheduled the Caribbean Championship between Christmas and New Year 2013. A festive and holiday period. Extremely suitable for the combina-

tion of a relaxed but competitive Championship.

Contest Committee

The Bonaire-Sailing Foundation and the local club is quite small. But make no mistake about this. The BSaF hosts the internationally visited Bonaire-Regatta. And also organizes many windsurf competitions. Not without reason the Bonairean windsurfers are top-professionals. The race officials are knowledgeable and experienced. And especially: the club would like very much to organize a good FD-event.

Race Schedule

There is not going to be a boat-measurement. Instead we declare to each other that we will use only legal sailing gear. We will do so over a beer/cocktail; under the Sun, close to the shore.

On each racing day the first start is at 10.30 hours. The course will be laid out so that we are back at about 16.00. The schedule is focused on sailing as well as on relaxing.

RACE SCHEDULE

27 December	Races 1, 2 and 3
28 December	Races 4, 5, and 6
29 December	Races 7, 8 and 9
30 December	Races 10 and 11
31 December	Special race around the Island "Klein Bonaire" (Little Bonaire) together with the local sailing classes.



CARIBBEAN CHAMPIONSHIP DECEMBER 27-31 2013

Sailing on Bonaire is located in Kralendijk at "Kas di Regatta". The most of the 16,000 inhabitants live here. And here are

also all parties and events that the population and guests organize around Christmas and New Year. There is certainly

much to experience all around. Furthermore the following is planned:

23 December onwards	Tune-up sailing in the Bay of Kralendijk from Kas di Regatta
26 December	Registration and Regatta-opening with buffet for sailors and family
27 December	Races and after the races Taste of Bonaire happening
28-29 December	Drinks and snacks directly after the races
30 December	Drinks and snacks directly after the races + award ceremony with closing party
31 December	Drinks and snacks directly after the races together with the local sailors(youth)

additional information

The travel

There are frequent, maritime links, more times a week, between Europe, North-and South America to Curacao. There is daily container transport between Curacao and Bonaire. The containers arrive on Bonaire almost at the sailing location. So there is no need for additional local transportation.

Bonaire has its own international airport: Flamingo-Airport. There are daily direct connections with Amsterdam (KLM and Arkefly), in the weekends directly from Atlanta, Houston, Newark, New York and Miami). But it is also possible to fly daily via Curacao (Delta, United, SLM, Inselair and DAE). Tuesdays with Air Berlin from Dusseldorf. With a connecting flight.

The cost

The actual costs obvious depends on individual choices. For example:

- Boat transport (Rotterdam – Bonaire-Rotterdam): approximately € 7,500,--per container → € 1.250,--per boat
- Air travel in the holiday season (Amsterdam – Bonaire – Amsterdam): 1200 € per person
- Air travel in the holiday season (Miami – Bonaire – Miami):\$ 350,- per person
- Stay (hotel costs, double room): from \$ 35,- per night per person
- Apartment (4 persons): \$ 30,- per night per person
- Food and restaurants: about 20% cheaper than in Europe, local food 50% cheaper.

Subscribe

To anyone who is interested, but unsure whether the event is going to be a success, we have a special registration process. First we gauge how many people are interested. And then we start the official registration.

Therefore: inscribe if you want to join the regatta. Do so before 31 January. After that we will publish the list of potential participants. If there is enough enthusiasm(don't worry, enough sailors did promis to come), then we open the official registration. The registration is open from now to March 1, 2013. If you want to register, you will have to pay the entrance fee of € 125,-- or \$150,--. If there are not enough boats we will send the full entrance fee back. Registration after March 1st will cost \$ 50,-- extra.

Rob Taal, FD AHO-3



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a new generation of Flying Dutchman



Dr. Gizmo

Eponymous sailing terms

Dr. Gizmo's Physics Chat
Corner

A sailing boat features a dazzling array of parts and fittings. This made me wonder how many of these are actually named after the person or persons who invented them. The list I come up with is surprisingly short: two or three possible candidate parts but, when all the smoke has cleared only one survives.

Let's look at the list. In an earlier installment I mentioned the late, great Mr. Manfred Curry who not only introduced the genoa but also invented the cam cleat. True as it may be that this clever little piece of fitting can be found on virtually all sailing boats, the name 'curryklem' or 'Curryklemme' is only used to refer to this cleat in a limited number of Germanic languages. So is the eponymous term generally accepted term is the sport? In all fairness: no.

A second candidate is the 'Barber' hauler. Was there someone, named 'Barber' who first deployed this device? I did a bit of research and found only one reference. Purportedly this regulation system for jib or spinaker sheets was first deployed on a sailing boat by two brothers with that name

from San Diego in the fifties of the last century. I have not been able to corroborate this information. So for now it's a maybe.

Another candidate is the topping lift, the rope used to prevent the boom, or spinaker pole, from crashing into the deck. Now, the word topping lift refers to its function not to its name-sake. However, at least in Dutch, the topping lift is also called kraanlijn or dirk. The word 'dirk' in turn refers to Derick (or Derrick) who



was one of Queen Elisabeth's henchman. Our friend Derrick apparently could find no bigger enjoyment than watching the queen's subjects hanging by their neck from a rope and he was most willing to help out to get this important job done. The name associated with the rope used for his gallows made it into sailing nomenclature, at least in the lan-

guage of the more sadistically inclined sailing nations. But in all fairness the name did not catch on universally. So is it an eponymous term? Only marginally.

So that leaves us with the one and only undisputed example: you guessed right, it's the Cunningham. So who was the guy that made it all happen? His full name was Briggs Swift Cunningham II and he was an ultra rich American playboy. Born in 1907 in the USA he had three hobbies: money, speed

, and women, probably in that order. He is most known for his love for car racing. Not only did he actively compete in automobile races but he also manufactured racing cars. He was also a keen sailor. His motto there was: the fun of sailing is racing and the fun of racing is winning. In 1958 he helmed the 12 meter Columbia to claim victory in the America's cup. His legacy lives on through the hole that he first punched into a sail to be able to control its twist and thus increase performance in strong wind conditions.

Cunningham died in 2003 in Las Vegas (where else?) at age 96, after a prolonged bout of Alzheimers. Judging from the present age of the average FD-sailor, many of us will be able to join Cunningham's final predicament before we know it.



Volunteering; by Peter Hinrichsen

At the grassroots level, the sport of dinghy sailing depends on volunteers.

Our sport wouldn't exist if it weren't for all the people who give up their free time to do all the work to run the sport.

Everybody plays their part. (Well, almost everybody.)

In my time I have been a fleet captain (several times), a sailing club secretary, a sailing club commodore, a newsletter editor, a regatta chairman, a principal race officer, a junior sailing instructor, an area junior regatta series organizer, a class regional representative, and a class district secretary.

I'm not trying to blow my own trumpet in listing the above jobs. All my friends who sail dinghies regularly end up making similar, or greater, contributions.

Some do much more.

One of my sailing friends from New Jersey served as president of his national class association for several years.

One of my sailing friends in Rhode Island ran almost single-handedly (well double-handedly with his wife) one of the most successful regattas on the Laser Masters circuit for many years.

I don't think I've ever run for election (against an opponent) for any of the jobs I've done. Usually it doesn't work like that.

Sometimes I've seen something that needed doing – and it was clear that nobody else was going to do it – so I just went and did it.

More often than not some greybeard in the club or the class, the local "godfather", took me aside and told me that I should be.... the next newsletter editor, the next commodore, whatever.

I've mentioned before on this blog that after I moved to Rhode Island it felt strange that I wasn't doing anything to give back something to the sport.

That feeling didn't last long. About a year ago the Godfather made me an offer I couldn't refuse. Now I have a voluntary job.



Usually when I start one of these jobs I have no idea what I'm doing.

But that's OK. I can always ask my predecessors what to do. I can always find some

kind of mentor. If all else fails I can ask the Godfather for advice.

After a while I usually work out what I'm doing. And then I can start trying out new things to do the job even better.

Sometimes people give feedback to the folk doing these volunteer jobs. "You should have done that." "I wouldn't have done it that way."

Sometimes that criticism stings a bit but, if it's meant in the right spirit, it can be helpful. I try not to take it too personally.

The issue of volunteering is summed up well in [Laser Sailing: The Rules](#).

Rule #35 Volunteer. If you see something that needs to be done in your local fleet, club or district and it isn't being done or isn't being done as well as you think it should be done... then don't whine about it; do it yourself.

Rule #36 If you can't think of anything else you can do to help the sport, then be the guy that brings the beer.

http://www.propercourse.blogspot.ca/2013/04/volunteers_30.html



famous last but not least words



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